

IN THE CLAIMS:

1-17. (Canceled).

18. (New) A motorcycle engine guard, comprising:

a bar having a sufficient length to surround the engine of a motorcycle, the bar having a first side that extends from the bottom of the engine on one side of the engine to the top of the engine, and a second side that extends from the bottom of an opposite side of the engine to the top of the engine;

a cut-out region formed in the first side of the bar; and

a footrest pivotably coupled to the cut-out region, and fitted inside the cut-out region when the footrest is not in use.

19. (New) The guard of claim 18, wherein the bar is shaped as an inverted U, with a flattened top.

20. (New) The guard of claim 18, wherein the footrest is aligned with the remainder of the first side of the bar when the footrest is fitted inside the cut-out region.

21. (New) The guard of claim 18, wherein the footrest has a semicircular cross-section with a flat edge and a semicircular edge.

22. (New) The guard of claim 18, further including a pin that pivotably couples the footrest to the cut-out region.

23. (New) The guard of claim 18, further including means for coupling the footrest to the cut-out region.

24. (New) The guard of claim 18, further including:

a slot provided on the footrest; and

a pin extending from the cut-out region and disposed inside the slot, with the slot defining the limits of the pivoting motion of the footrest.

25. (New) The guard of claim 18, further including means for limiting the pivoting motion of the footrest.

26. (New) The guard of claim 18, wherein the cut-out region is a first cut-out region, and the footrest is a first footrest, the guard further including:

a second cut-out region formed in the second side of the bar; and
a second footrest pivotably coupled to the second cut-out region.

27. (New) A motorcycle engine guard, comprising:

a bar having a sufficient length to surround the engine of a motorcycle, the bar having a first side that extends from the bottom of the engine on one side of the engine to the top of the engine, and a second side that extends from the bottom of an opposite side of the engine to the top of the engine;

a footrest pivotably coupled to the first side of the bar;

a slot provided on the footrest; and

a pin extending from the first side of the bar and disposed inside the slot, with the slot defining the limits of the pivoting motion of the footrest.

28. (New) The guard of claim 27, further including a pin that pivotably couples the footrest to the cut-out region.

29. (New) The guard of claim 27, wherein the bar is shaped as an inverted U, with a flattened top.

30. (New) A motorcycle engine guard, comprising:

a bar having a sufficient length to surround the engine of a motorcycle, the bar having a first side that extends from the bottom of the engine on one side of the engine to the top of the engine, and a second side that extends from the bottom of an opposite side of the engine to the top of the engine;

a footrest pivotably coupled to the first side of the bar; and

means for limiting the pivoting motion of the footrest.

31. (New) The guard of claim 30, further including a pin that pivotably couples the footrest to the cut-out region.

32. (New) The guard of claim 30, wherein the bar is shaped as an inverted U, with a flattened top.